Rules and Regulations for the Classification of Special Service Craft, July 2013

Notice No. 1

Effective Date of Latest Amendments:

See page 1

Issue date: July 2013

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RULES AND REGULATIONS FOR THE CLASSIFICATION OF SPECIAL SERVICE CRAFT, *July 2013*

Notice No. 1

This Notice contains amendments within the following Sections of the *Rules and Regulations for the Classification of Special Service Craft, July 2013.* The amendments are effective on the dates shown:

Part	***Chapter***	***Section***	***Effective date***
3	3	2	Corrigendum
11	2	3	1 August 2013

It will be noted that the amendments also include corrigenda, which are effective from the date of this Notice.

The *Rules and Regulations for the Classification of Special Service Craft, July 2013* are to be read in conjunction with this Notice No. 1. The status of the Rules is now:

Rules for Special Service Craft	Effective date:	July 2013
Notice No. 1	Effective date:	1 August 2013 & Corrigendum

Part 3, Chapter 3

Control Systems

CORRIGENDUM

■ *Section 2*
Rudders

2.20 Bolted couplings

Table 3.2.12 on page 9 of Chapter 3 has been duplicated and is to be deleted.

~~**Table 3.2.12 Rudder couplings to stock** (*see continuation*)~~

Arrangement	Parameter	Requirement	
		Horizontal coupling	Vertical coupling
(1) Bolted couplings (*see* Notes)	n	≥ 6	≥ 8
	δ_b	$\frac{0,65 d_s}{\sqrt{n}}$	$\frac{0,81 d_s}{\sqrt{n}}$
	m	$0,00071 n\, d_s\, \delta_b^2$	$0,00043 d_s^3$
	t_f	$\geq \delta_b$, *see* Note 1	δ_b
	α_{max} *see* Note 2	$(53,82 - 35,29 k_1) \frac{d_s^3}{P_L\, h 10^6} - \left(1,8 - 6,3 \frac{R}{d_s}\right) \frac{t_f - t_{fa}}{t_{fa}}$	—
	$\alpha_{as\ built}$ *see* Note 2	$\leq \alpha_{max}$	—
	w_f	$0,67\delta_b$	$0,67\delta_b$
(2) Conical couplings	θ_t	$\leq \frac{1}{K_1}$	
	l_t	$\geq 1,5 d_s$	
	$\overline{p}$	$\frac{P_R\, \theta_t\, \overline{\delta}_{ST} + 4M_T \sqrt{K_2\left(\left(\frac{P_R\, \overline{\delta}_{ST}}{2M_T}\right)^2 + 1\right) - \left(\frac{\theta_t}{2}\right)^2}}{5,66 \overline{\delta}_{ST}^2\, l_t \left(K_2 - \left(\frac{\theta_t}{2}\right)^2\right)}$	
	w	$\frac{9,6 \times 10^{-6}\, \overline{p}\, \overline{\delta}_{ST}}{\theta_t\, (1 - \overline{f}^2)}$	
	P_u	Approximately equal to $2,83\, \overline{p}\, l_t\, \overline{\delta}_{ST} \left(K_3 + \frac{\theta_t}{2}\right)$	
	P_o	Approximately equal to $2,83\, \overline{p}\, l_t\, \overline{\delta}_{ST} \left(K_3 - \frac{\theta_t}{2}\right)$	
	σ_o	$\geq \frac{12,35 \times 10^4\, w\, \theta_t \sqrt{3 + f^4}}{\delta_{ST}}$	

Part 11, Chapter 2
Shafting Systems

Effective date 1 August 2013

■ *Section 3*
Materials

3.1 Materials for shafts

~~*3.1.3* Unprotected screwshafts and tubeshafts exposed to sea-water are in general to be manufactured, from corrosion-resistant ferrous or non-ferrous material, such as those indicated in Table 2.4.1.~~

3.1.3 Unprotected screwshafts and tubeshafts exposed to sea-water are in general to be manufactured from materials that show improved corrosion resistance in sea-water when compared to carbon steel and alloy steels, referred to in 3.1.1 and 3.1.2; examples of some such alloys are indicated in Table 2.4.1. However, the selection of these alloys should carefully consider the level of corrosion resistance in relation to all the environmental service conditions and operational requirements applicable to the individual vessel.

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